

US TRANSCOM Movement Process

Home

AIR Request

Home - Flowchart

Surface Request -
Flowchart

Site Map

*Please open in slide
show view*



AIR FLOWCHART



SURFACE FLOWCHART

JDOMS Customers



US TRANSCOM Movement - **AIR**

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Flowchart

Site Map



Move
People/Cargo*

Yes

Are you a US
Government
Agency/Org?

No

Are funds
available to move
the passengers
/Cargo?

Yes

Are you a US
Government
Agency/Org?

Yes

Move by
Air or Surface?

Air

Is delivery
location over
a channel?

Yes

No

No

Surface

No

Option

SAAM flight
(Click for
details)

Option

GOPAX
flight
(CONUS
Only)

Option

JOSAC flight
(CONUS
only)
(Click for
details)

Channel
flight
(Click for
details)

Yes

Are items being
donated by governmental
Organizations

No

Military
transport is
not available.

Denton
Program flight
would be the
best way to
transport
items.
(Click for
details)

Surface
Request

Space
Available/Opportunity
flight would be
the best way to
transport
Passengers/Cargo
(Click for
Details)

Site Map



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[Denton Program
FAQs](#)

USTRANSCOM
Contact:
USTCJ3-SS
(618) 220-5385
DSN 770-5385

[Website Link](#)



Denton Program Definition:

The Denton Program is a commodities transportation program authorized under Title 10 U.S.C. Section 402. The U.S. Agency for International Development (USAID), the Department of State (DOS), and the Department of Defense (DoD) jointly administer the Denton program. The program provides the authority for DoD to use any extra space on U.S. military cargo aircraft to transport humanitarian assistance materials donated by non-governmental organizations (NGOs) for humanitarian relief.

Since Denton is a space available program, it is impossible to predict when transportation will be provided; therefore, no guarantees can be made regarding completion of a donated humanitarian goods shipment.

Categories of Denton cargo: medical and dental supplies; non-perishable food; clothing; educational supplies/equipment; vehicles & equipment for vocational



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DSN 770-5751



Space Available/Opportune Flight Requirements:

Space Available (also sometimes referred to as “Opportune”) refers to transportation capability (capacity) that exists because a lift asset with available load space is moving to or near the intended destination of the cargo requiring movement. The Defense Transportation Regulation (DTR) determines cargo eligible for space available movement. Approved movements are performed without cost to the customer. Air Cargo movements are normally performed using Special Assignment Airlift Mission (SAAM) procedures. Active duty, Reserves and National Guard crew training provides for space available cargo support. This practice helps to optimize both the Defense Transportation System (DTS) and crew proficiency.



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[SAAM Request -
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Attention!
Have this
information ready
before requesting
SAAM flight

USTRANSCOM
Contact:
DDOC
Representative
(618) 220-7700

TACC Global Channel
Development &
Analysis
Website



Special Airlift Assignment Missions Flight Definition:

Air Mobility Command (AMC), Special Airlift Assignment Missions (SAAMs) are missions performing and providing an exclusive service. They perform an exclusive service for specific users at their desired movement times. They are funded airlift missions that cannot be supported by Channel Missions because of the unusual nature, sensitivity, or urgency of the cargo or that require operations to points other than the established channel structure. The designated DoD component representative will forward SAAM request via the applicable validating office to USTRANSCOM/AMC. Criteria for establishing SAAM priorities may be found in Joint Chiefs of Staff (JCS) Pub 15, Mobility System Policies, procedures and Considerations and Appendix B of the Defense Transportation Regulation (DTR) 4500-9R Part 2. Submission of SAAM priorities and request are outlined in Appendix B and Appendix C. See Appendix K for listing of SAAM validators grouped under unified commands and/or Services.



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[JOSAC FAQ](#)

USTRANSCOM
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(618) 220-6194
DSN 770-6194
(618) 220-6195
DSN 770-6195



[Click here
DD Form
2768](#)

Operational Support Airlift (OSA) flight definition:

OSA: OSA missions and associated flights, are movements of high-priority passengers and cargo with time, place or mission-sensitive requirements. These flights are scheduled within the CONUS by the Joint Operational Support Airlift Center (JOSAC). Located at Scott Air Force Base in Illinois about 20 miles from St. Louis, Missouri. JOSAC is the single manager for scheduling all Department of Defense's (DoD) continental United States (CONUS) fixed wing Operational Support Airlift (OSA) requirements.

DD Form 2768, MAR 1998. (EG) Military Air Passenger/Cargo Request is the form used to request a JOSAC flight . The form is available at the website at left and has to be processed through your Service/Agency validator.



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[GOPAX - FAQ](#)

USTRANSCOM

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(618) 220-

5750/5385

DSN 770

[Website Link](#)

Groups Operational Passenger System

Groups Operational Passenger System (GOPAX) is a web-based system supporting the request and procurement of transportation of military personnel traveling in groups. This process for commercial movement of group duty passengers varies with the type of movement required. Coordination of air movement can be accomplished through GOPAX for domestic (CONUS only) air movements and is also used for domestic surface movements.

GOPAX Flight/Ground Transportation: requester would go through their Transportation Management Office/Officer TMO. The TMO would enter the request into GOPAX which is the support arm of the Electronic Transportation Acquisition (ETA).





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Channel Flight Definition:

Cargo and passenger channel airlift is defined as common-user airlift provided on a recurring basis between two points. The routes can be served by either scheduled DoD aircraft or commercial aircraft under contract to, and scheduled by, the 618 TACC/XOG. Based on a number of factors, channel missions will be categorized as Frequency or Requirements Channels. Contingency Channels can only be validated by the Joint Staff to support missions specifically directed by the Secretary of Defense.

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TYPES OF Channel FLIGHTS:

Distribution channels- Channel that services two points on a recurring basis with actual movements dependant on the volume of traffic; on the basis of operational necessity for support of a mission sensitive area; or for quality of life purposes in remote areas.

Contingency Channels: Channels that service two points based on operational necessity to support mission, operation, and contingencies, directed by the SECDEF and are in accordance with the Joint Chiefs of Staff Transportation Movement Priority System.

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Channel Flight Requirements:

Initial questions for the customer.

Frequently asked questions. (FAQ)

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Channel Flight Requirements:

Initial questions for the customer.

What is the requirement?

- a. Origin of cargo?
- b. Destination of cargo?
- c. What is the cargo?
- d. Height, length, width?
- e. Weight of cargo?
- f. Is the cargo hazardous?



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Channel Movement FAQ's:

1. Can Channel flights be for passengers and /or cargo?
2. Are Channel flights just for DoD passengers and/or cargo?
3. Does the requester have to pay for movement on channel flights?
4. How many passengers can be transported on a channel flight?
5. Are there any baggage limitations on channel flights?
6. Are round trips available?
7. What types of cargo can be transported on a Channel flight?
8. Are there any restrictions on channel flights as to: Cargo dimensions or weight limitations?
9. If pallets and/or packaging are required who pays for it?
10. What are the destinations of Channel Flights?
11. Are channel flights on scheduled departures and arrivals?
12. Can the requester get a return channel flight?
13. How does a requestor request to use channel airlift?
14. What/who arranges for cargo to get to the APOE for the Channel flight?
15. Who arranges for the cargo to get picked up at the APOD?
16. How much lead time is required? Is there a min. of 2 weeks?
17. Does anyone sign for the cargo at the aerial port?
18. Can an escort accompany the shipment of just cargo?
19. What if any is the costs involved for the requester?
20. How is customs or inspections handled for passengers and cargo?
21. Is there a way to track the shipment?



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Channel Movement FAQ's:

1. Can Channel flights be for passengers and /or cargo?

Both. Passengers and cargo moving over established worldwide routes served by either scheduled Department of Defense aircraft under the control of the Air Mobility Command or commercial aircraft under contract to and scheduled by the Air Mobility Command. Reference: Defense Transportation Regulation (DTR) DoD 4500.9-R-Part I

2. Are Channel flights just for DoD passengers and/or cargo?

No. The following cargo/passengers are space required: U.S. Government DoD Traffic. The following may be authorized for transportation in accordance with DoD 4515.13R, Air Transportation Eligibility (See chapter 10, Special Actions and Procedures): U.S. Government Non-DoD Traffic and Non-U.S. Government Traffic. Reference: DoD 4515.13R, Air Transportation Eligibility (See chapter 10, Special Actions and Procedures): U.S. Government Non-DoD Traffic and Non-U.S. Government Traffic.



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Channel Movement FAQ's:

3. Does the requester have to pay for movement on channel flights? *Maybe. The users of such airlift or their parent Service shall pay for the services rendered and provide a specific address and fund cite for billing procedures.*

*Reference: DoD 4515.13R, Air Transportation Eligibility
Reference: DoD 4515.13R, Air Transportation Eligibility*

4. How many passengers can be transported on a channel flight? *The number of passengers depends on the type of aircraft and its configuration.*

5. Are there any baggage limitations on channel flights? *Yes, check with passenger service operations at the AMC aerial port for baggage allowances and restrictions.
Reference: Passenger service operations at the AMC aerial port for baggage allowances and restrictions.*



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Channel Movement FAQ's:

6. Are round trips available? *No. Common-user airlift service is provided on a scheduled basis between two points. Passengers may not be manifested round trip (i.e. Travis AFB to Travis AFB). Ref AMC Instruction 24-101, Volume 14, 10 December 2004, page 11.*

7. What types of cargo can be transported on a Channel Flight? *Any item that is air transportable and not prohibited from air movement because of its hazardous material classification will be considered eligible for air transportation. Reference: Air Transportation Movement of Cargo by Scheduled Military Air Transportation, AR 59-3, 23 Mar 2007*



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Channel Movement FAQ's:

8. Are there any restrictions on channel flights as to: Cargo dimensions or weight limitations?

- a. Cargo dimensions and weight. It will be necessary to refer to appropriate aircraft and loading characteristics manuals to determine the capabilities of individual types of aircraft to move specific cargo loads. Reference: Supplemental Instructions 3110.11A to AFP 76-2, Airlift Planning Factors.*
- b. Movement of hazardous cargo? Yes, but can be transported in accordance with AIR FORCE JOINT MANUAL 24-204, PREPARING HAZARDOUS MATERIALS FOR MILITARY AIR SHIPMENTS 1 Mar 1997.*
- c. Amount of cargo on flight? The amount of cargo on a flight varies by the type of airframe to include series. In addition, cargo load will deviate by type of cargo and loadplanning restrictions, i.e. heavier items may dictate centerline loading and depending on tie down, just to mention one. In general, process shipments on a first-in, first-out basis within the assigned transportation priorities. Defense Transportation Regulation DoD 4500.9R Part II Chapter 203 page 36.*



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Channel Movement FAQ's:

9. If pallets and/or packaging are required who pays for it? *The users of such airlift or their parent Service shall pay for the services rendered and provide a specific address and fund cite for billing procedures. Reference: DoD 4515.13R, Air Transportation Eligibility*

10. What are the destinations of Channel Flights?

Destinations can be found in the AMC Air Channel Sequence listing.

Reference:

[Click Here for list](#)
Note: Requires
DoD Common Access Card



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Channel Movement FAQ's:

11. Are channel flights on scheduled departures and arrivals? *Yes. Schedules are not necessarily static, and timing and routings may vary from day to day, week to week.*

12. Can the requester get a return channel flight? *Yes, but "Passengers may not be manifested round trip".*

Reference: AIR MOBILITY COMMAND INSTRUCTION 24-101, VOLUME 14, 02 October 2009, page 12.

** Availability may be limited due to the fact that channels utilize both military and commercial contracted airlift, which also have different restrictions/limitations (based on individual business policies, aircraft restrictions and capabilities, etc.)*



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Channel Movement FAQ's:

13. How does a requestor request to use channel airlift? *The Transportation Officer (TO) "Plan, prepare, and document shipments" Reference: Defense Transportation Regulation, DoD 4500.9-R, Part 1, Chapter 101, page I-101-17.*

14. What/who arranges for cargo to get to the APOE for the Channel flight? *The Transportation Officer (TO) "Plan, prepare, and document shipments" Reference: Defense Transportation Regulation, DoD 4500.9-R, Part II, Chapter 201, page II-201-18.*

15. Who arranges for the cargo to get picked up at the APOD? *The Transportation Officer (TO) usually arranges the onward movement. Reference: Defense Transportation Regulation (DTR) DoD 4500.9-R-Part II Cargo Movement, Chapter 203, page II-203-52.*



US TRANSCOM Movement - AIR

Channel Movement FAQ's:

16. How much lead time is required? *Is there a minimum of 2 weeks (e.g.) or more. For passengers – Not exactly specified, but the mission may be locked by Personnel Service Center (PSC) no earlier than 72 hours prior to scheduled departure.*

For Cargo: “coordinate receipt at least 72 hours before delivery”
References: Passengers: AIR MOBILITY COMMAND INSTRUCTION 24-101, VOLUME 14, 02 October 2009, page 57.

Cargo: Defense Transportation Regulation DoD 4500.9-R-Part II Cargo Movement, Part II chapter 202 page II-202-21.

17. Does anyone sign for the cargo at the aerial port?

Annotate the GMT hour code and last two digits of the Julian date of arrival in the appropriate field on both TCMDs. The time and date entered in this field starts AMC possession time and also establishes system entry time SET. The duplicate copy of the TCMD or listing will be signed and returned to the carrier as a receipt. Reference: AIR MOBILITY COMMAND INSTRUCTION 24-101, VOLUME 11 7 APRIL 2006 Transportation CARGO AND MAIL POLICY, page 20.

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Channel Movement FAQ's:

18. Can an escort accompany the shipment of just cargo? *Escort(s) or Courier(s), Transportation. United States Government members or civilian employees, or Department of Defense contractor employees responsible for continuous surveillance and control over movements of classified material. Individuals designated as escorts or couriers must possess a Department of Defense-issued security clearance at least equal to the level of classification of the material being transported. Escorts also accompany human remains.*

Reference: Defense Transportation Regulation, DODD

19. What if any is the cost involved for the requester?

The users of such airlift or their parent Service shall pay for the services rendered and provide a specific address and fund cite for billing procedures. Reference: DODD 4515.13R, Air Transportation Eligibility

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Channel Movement FAQ's:

20. How are customs or inspections handled for passengers and cargo?

All conveyances (ships, aircraft and other mode/methods of transport) entering the Continental United States from a foreign port or place will be subject to a complete customs inspection upon arrival at the first US port of entry. Reference: Defense Transportation Regulation DODD 4500.9R of entry, 29 September 2006 Department of Defense Customs and Border Clearance Policies and Procedures.

21. Is there a way to track the shipment? Routine cargo (and personnel) movements tracking and tracing may be accomplished using GTN. GTN provides Command and Control (C2) and ITV information that integrates automated information support to the DoD. GTN is the designated DoD system for ITV. <https://www.gtn.transcom.mil/>
Reference: Defense Transportation Regulation DODD 4500.9R - Part II chapter 202 page II-202-9.



US TRANSCOM Movement - SURFAC

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Attention! START HERE FIRST

Have this
information ready
before calling
USTRANSCOM
READ THIS
CHECKLIST!

Surface Request

Is cargo delivery
within CONUS
only?

No

Vessel

Yes Option Yes Option Yes Option
Rail Bus Truck

Calculations

May require
follow-on
Truck

May require
follow-on
Bus

GO/PAX
Bus
(CONUS
Only)
(Click for
details)

Calculations

May require
follow-on
Rail

May require
follow-on
Bus

Obtain
Mission
Tailored
Sealift

Calculations

May require
follow-on
Bus

May require
follow-on
Truck

May require
follow-on
Rail



US TRANSCOM Movement - SURFAC

Calculations for RAIL Shipment



Calculations for Rail Shipment can be obtained through SDDC Fusion Center Representative on the left.

USTRANSCOM
Contact:
SDDC Fusion Center
(618) 220-5879
DSN 770-5879

Website Link





BUS Shipment

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USTRANSCOM is no longer providing support for Bus Shipment. The Defense Travel Management Office is the point of contact.

Website link: www.defensetravel.dod.mil

Defense Travel
Management Office
Contact:
(703) 696-7890
DSN 426-7890

Website Link



Surface Deployment and Distribution Command

(SDDC) offers the following option for bus transportation: **GOPAX Bus** is a web-based system supporting the request and procurement of transportation of military personnel traveling in groups.

This process for movement of group duty passengers varies with the type of movement required.

Coordination of bus movement can be accomplished through the Groups Operational Passenger System (GOPAX) for domestic (CONUS only) bus movements. For GOPAX Ground Transportation the requester would go through their Transportation Management Office/Officer TMO. The TMO would enter the request into GOPAX which is the support arm of the Electronic Transportation Acquisition ETA. Click here for GOPAX



US TRANSCOM Movement - SURFAC

Calculations for TRUCK Shipment



Calculations for Truck Shipment can be obtained through SDDC Fusion Center Representative on the left.



USTRANSCOM
Contact:
SDDC Negotiation
Center
(618)-220-5879
DSN 770- 5879





US TRANSCOM Movement - SURFAC

Calculations for VESSEL Ship



USTRANSCOM Single Mobility System

On 31 Mar 2008 SMS was directed by the U.S. Transportation Command (USTRANSCOM) to remove the cost calculator links from the unauthenticated SMS homepage. In order to access these links, users will now have to have a US Government Common Access Card, CAC, and apply for and maintain an active SMS account for access.

USTRANSCOM
Contact:
SDDC Fusion Center
(618) 220-7714
DSN 770-7714
SMS Calculator Help

Website Link

The USTRANSCOM computer systems help desk is available 24
Call: DSN 576-8021 (Country Code 312) or Commercial 618-256
Email: USTCHELP@ustranscom.mil





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USTRANSCOM

Contact:

SDDC Fusion Center

(618) 220-7714

DSN 770-7714

Types of VESSELS



Military Sealift Command (MSC) Vessels in the Sealift Program: MSC's Sealift Program provides high-quality, efficient and cost-effective ocean transportation for the Department of Defense and other federal agencies during peacetime and war. The three major types of vessels are as follows:

- LMSR – Large, Medium Speed Roll-On/Roll-Off
- Dry Cargo Ships
- Tankers





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USTRANSCOM
Contact:
SDDC Customer
Service
1-877-484-6948
24 hours/7 days a
week

[Website Link](#)

1. Is USTRANSCOM Surface Transportation modes strictly Military or can they can be commercial too?
2. How do you apply for Surface Transportation?
3. Is Surface Transportation just for DoD cargo or passengers?
4. Can cargo be shipped to CONUS & OCONUS locations?
5. Who/what establishes the priority of the requested Surface Transportation?
6. Does the requester have to pay for the movement?
7. Is there a way to calculate an estimate of what Surface Transportation would cost?
8. What are the types of cargo that can be surface transported?
9. How much cargo can be transported?
10. Is there any weight limits on cargo?
11. Are there any limitations to the dimensions of the cargo?
12. Are there any restrictions as to what type of cargo can be eligible to transport?
13. Can hazardous material, (hazmat), be transported?
14. If sea vans required for the cargo who pays for it?
15. Who works with the requester on the size, number and type of Surface Transportation moves needed to fill a request for cargo movement?
16. If a quick CONUS shipment is required can it happen?
17. Is shipping by Rail faster than by Truck?
18. Are all vessels shipments by Military Sealift Command, MSC, vessels?
19. Who determines when the shipment will be transported?

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SDDC Customer
Service

1-877-484-6948

24 hours/7 days a
week

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20. Are Surface Transportation missions on scheduled departures and arrivals?

21. Who will coordinate with the requestor for the details on submission of a Surface Transportation request?

22. Can you request to use Surface Transportation at any time?

23. Is there a required minimum number of days to submit work the request, emergency situations?

How much lead time is required for the request?

Is return Surface Transportation available?

Who arranges for cargo to get to the POE for movement?

Who arranges for the cargo to get picked up at the APOD?

Can surface shipments go anywhere?

29. Can you use different modes of surface transportation in conjunction with other modes of Surface Transportation?

30. Does anyone sign for the cargo?

31. Can an escort accompany the shipment?

32. How is customs or inspections handled for passengers and cargo?

33. Who arranges the diplomatic clearances?

34. Is there a way to track the shipment?

35. Can USTRANSCOM track the shipment if there is a mission number assigned?

36. What are some useful hyperlinks for information to Surface Transportation movement that we can attach?

37. What are some additional information references on Surface Transportation?



US TRANSCOM Movement - SURFAC

SURFACE REQUEST FAQs



1. Is USTRANSCOM Surface Transportation modes strictly Military or can they can be commercial, too? *Both*

2. How do you apply for Surface Transportation? *Request thru appropriate COCOM/POC at USTRANSCOM.*

3. Is Surface Transportation just for DoD cargo or passengers? *Just DoD cargo only, no passengers.*

4. Can cargo be shipped to CONUS & OCONUS locations? *Yes.*

5. Who/what establishes the priority of the requested Surface Transportation? *J3 USTRANSCOM. The effective use of DoD transportation resources to move passengers and cargo requires the establishment of transportation priorities. These assigned transportation priorities enable logistic managers to determine mode and sequence of movement in meeting both peacetime and wartime requirements. CJCSI 4120.02 A - Assignment of Movement Priority. Appendix A of JP 4-01 Joint Staff will assist if needed to mediate.*

6. Does the requester have to pay for the movement? *Yes, DoD. The Services, (USA, USN, Marines & USAF), pay for the Surface Transportation if they approve the request. If cargo is Humanitarian*

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24 hours/7 days a
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7. Is there a way to calculate an estimate of what Surface Transportation would cost? *Yes. Personnel at USTRANSCOM, or anyone with access, can utilize the Single Mobility System (SMS) Wizard to calculate a rough estimate of what a request for a specific type of Surface Transportation mode (or combination of modes) would cost. This is true with all Surface Transportation modes.*

8. What are the types of cargo that can be surface transported? *Just about any type/size or weight of cargo can be transported.*

9. How much cargo can be transported? *No limit with surface mode.*

10. Are there any limits to the dimensions of the cargo? *No.*

11. Is there any weight limits on cargo? *No.*

12. Are there any restrictions as to what type of cargo can be eligible to transport? *Yes. (Animals are one example of cargo that is not permitted to be transported via surface mode)*

13. Can hazardous material, (hazmat), be transported? *Yes. The Transportation Officer, (TO), at origin certifies the hazmat.*

14. If sea vans required for the cargo who pays for it? *The Service*



US TRANSCOM Movement - SURFAC

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USTRANSCOM

Contact:

SDDC Customer
Service

1-877-484-6948

24 hours/7 days a
week

[Website Link](#)

SURFACE REQUEST FAQs



15. Who works with the requester on the size, number and type of Surface Transportation movers needed to fill a request for cargo movement? *The planners and validators.*

16. If a quick CONUS shipment is required can it happen? *Yes. Truckers need a 4 hour minimum to execute movement. In CONUS trucks can cover 500-700 miles per day 8-10 hours of driving time, with extra driver they can travel non-stop.*

17. Is shipping by Rail faster than by Truck? *In CONUS shipping by Rail usually takes longer than Truck due to interchanges, e.g. 12 days from DC to LA.*

18. Are all vessels shipments by Military Sealift Command, MSC, vessels? *It's situational, bookers prefer to use commercial instead of MSC vessel activation.*

19. Who determines when the shipment will be transported? *The Latest Arrival Date LAD is determined by the shipper who works with the Service validator.*





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SURFACE REQUEST FAQs



20. Are Surface Transportation missions on scheduled departures and arrivals? Yes.

21. Who will coordinate with the requestor for the details on submission of a Surface Transportation request? SDDC POC.

22. Can you request to use Surface Transportation at any time? Yes

23. Is there a required minimum number of days to submit work the request, i.e. in emergency situations? Depends on request.

24. How much lead time is required for the request? The further out the request date the better it is to work the request.

25. Is return Surface Transportation available? Yes, COCOMs have Booking personnel (TSC)

26. Who arranges for cargo to get to the POE for movement? Requestor/user? Depends on how it is booked. It could involve changes in modes, such as vessel to truck to rail.

27. Who arranges for the cargo to get picked up at the APOD? The booker. Depends on how it is booked. It could involve changes in modes,





US TRANSCOM Movement - SURFAC

SURFACE REQUEST FAQs



29. Can you use different modes of surface transportation in conjunction with other modes of Surface Transportation? *Yes.*

30. Does anyone sign for the cargo? *Yes, after inspection the TO or representative signs for it on both ends, before shipping and after shipping.*

31. Can an escort accompany the shipment? *No.*

32. How is customs or inspections handled for passengers and cargo? *The shipper/TO provides the customs documents. (If cargo has NSNs it's usually good to go because an NSN identifies it to be DoD type cargo.*

33. Who arranges the diplomatic clearances? *The carrier/shipper.*

34. Is there a way to track the shipment? *Yes, (container #s, SMS, GATES, GTN, RFID, GBL's)*

35. Can USTRANSCOM track the shipment if there is a mission number assigned? *Yes, by a Transportation Control Number, TCN. Integrated Booking System (IBS) will give a TCN. Shipper creates a TCN for oversized cargo.*

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SURFACE REQUEST FAQS



36. What are some useful hyperlinks for Surface Transportation movement information that we can attach?

a. SDDC website (Defense Transportation) is good source for information)

37. What are some additional information references on Surface Transportation?

a. Defense Transportation Regulation, Universal Service Contract, (USC) USC05 going to USC06 soon.

b. Hazmat covered by 49 CFR

c. Federal Acquisition Regulation (FAR)





US TRANSCOM Movement - SURFAC

SURFACE REQUEST Checklist



1. Who is requesting the mission?
2. What is being transported?
 - A. If passengers, how many are traveling?
 - B. If cargo, how much do you have to transport?
 - ❖ Is cargo hazardous?
 - ❖ Is cargo vehicles?
 - ❖ Is cargo on pallets, if so how many?
3. Who is funding (Army, Navy, Marines, etc.) the transportation?
4. Where is the cargo going?
5. Who is the cargo for?
6. Who is your validator?
7. Any special remarks such as MHE to load or unload cargo, meals needed for passengers during flight, etc.?

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[DENTON Program
FAQ](#)

USTRANSCOM

Contact:

USTCJ3-SS

(618) 220-5385

DSN 770-5385

[Website Link](#)

DENTON PROGRAM Frequently Asked Questions:

1. Is the Denton Program for DoD cargo or passengers?
2. What is the process that cargo has to go through to qualify for the Denton Program?
3. Is air the only way to transport cargo under the Denton Program?
4. Does the requester have to pay for the movement of cargo under the Denton Program?
5. Are there any restrictions as to what type of cargo is eligible to be transported under the Denton Program?
6. Are there any limits to the dimensions of the cargo?
7. Is there any weight limit on cargo?
8. Can hazardous cargo/material fly under Denton Program?
9. If pallets and/or packaging are required who pays for it?
10. Are Denton movements to CONUS and OCONUS locations?
11. Are return movements (air or surface), available for cargo?
12. Do Denton Program movements only go to designated military/civilian air bases?
13. Can the requester request return movement?
14. How does requester request to use the Denton Program?
15. Who arranges for cargo to get to the APOE for flight?
16. Who arranges for the cargo to get picked up at the APOD?
17. Can a requester ask for a specific delivery date?

MORE





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DENTON PROGRAM Frequently Asked Questions:

18. How much lead time is required?
19. How long does the process take to when the cargo actually gets delivered?
20. Does anyone sign for the cargo?
21. Can an escort accompany the shipment of cargo?
22. Are there any costs involved for the requester?
23. How are customs or inspections handled for Denton Program cargo?
24. Is there a way to track the cargo/shipment?
25. Who are POCs that can provide additional information about the Denton Program to requesters?





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DENTON PROGRAM Frequently Asked Questions:

1. Is the Denton Program for DoD cargo or passengers?

No, just privately donated cargo (humanitarian assistance materials) from non-governmental organizations (NGOs), international organizations (IOs) and private voluntary organizations (PVOs) for humanitarian relief purposes to foreign countries.

2. What is the process that cargo has to go through to qualify for the Denton Program?

The State Department, the U.S. Agency for International Development (USAID), and DSCA must certify that: the project is in the national interest of the United

States the material being transported is in usable condition, and there are legitimate requirements for the material and adequate arrangements for distribution.

3. Is air the only way to transport cargo under the Denton Program?

Usually the cargo goes by air but sometimes it goes by surface (vessel or truck) mode.

Once the application is approved by USAID it is sent to Defense Security Cooperation

Agency (DSCA). DSCA determines if the cargo goes by air or surface. If it goes by air



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DENTON PROGRAM Frequently Asked Questions:

4. Does the requester have to pay for the movement of cargo under the Denton

Program?

No, if approved by SECDEF transportation is without charge. There are no costs to the donating agency or organization.

5. Are there any restrictions as to what type of cargo is eligible to be transported under the Denton Program?

Yes, no military goods. Mainly humanitarian assistance materials, such as medical supplies, clothing, school books and vehicles.

6. Are there any limitations to the dimensions of the cargo?

No, but plane size may dictate.

7. Is there any weight limits on cargo?

No, but plane size may dictate. Also there is a 1,000 lbs minimum load requirement up to 100,000 lbs maximum weight limit.

8. Can hazardous cargo/material fly under Denton Program?

No

9. If pallets and/or packaging are required who pays for it?





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DENTON PROGRAM Frequently Asked Questions:

11. Are return movements (air or surface), available for cargo? *Not Applicable*

12. Do Denton Program movements only go to designated military/civilian air bases? *YES. Flights are between specific origins and destination points. No Denton Program movements can go world-wide to any location.*

13. Can the requester request return movement? *Not applicable.*

14. How does requester request to use the Denton Program? *Make application through the USAID.*

15. Who arranges for cargo to get to the APOE for flight? The donor is responsible to get the cargo to the APOE/DTS pick-up point. A contracted company called Joint Relief International facilitates/assists in the movement of the cargo.

16. Who arranges for the cargo to get picked up at the APOD? The donor has to arrange for a designated recipient for the cargo at the destination. A contracted company called Joint Relief International facilitates/assists in the movement of the cargo.

17. Can a requester ask for a specific delivery date? *Denton*



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DENTON PROGRAM Frequently Asked Questions:

18. How much lead time is required?

Not applicable since it's space A available transportation.

19. How long does the process take to when the cargo actually gets delivered?

The supplies/cargo moves on a space available basis, it could take months for the supplies/cargo to get to destination. Currently the average time for transporting

Denton cargo is approximately 34 days once the cargo is input into the Defense

Transportation System and receives a Transportation Control Number (TCN).

20. Does anyone sign for the cargo?

The requestor is responsible to ensure adequate arrangements have been made for the distribution of the supplies in the destination country.

21. Can an escort accompany the shipment of cargo? No.

22. Are there any costs involved for the requester? No.

23. How are customs or inspections handled for Denton Program cargo?



US TRANSCOM Movement - **AIR**

AIR Request

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DENTON Program
FAQ

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Website Link

DENTON PROGRAM Frequently Asked Questions:

24. Is there a way to track the cargo/shipment?

Yes, USTRANSCOM can track the cargo since there is a TCN mission number assigned.

USTRANSCOM uses the Global Transportation Network (GTN) and/or Single Mobility

System (SMS) to track the items. JRI can facilitate the tracking of the cargo.

25. Who are POCs that can provide additional information about the Denton Program to requesters?

Joint Relief International (JRI)

Telephone numbers:

Commercial:(843) 963-6424/6425

DSN:(673)-6424/6425

USTC POCs:

(618) 229-4698

DSN 779-4698

Department of State USAID Program Officer at (310) 424-6888

Applications and additionally information can be obtained by visiting the web site at

<http://dentonfunded.ohasis.org/AboutDenton.htm>. or
www.dentonfunded.com



US TRANSCOM Movement - **AIR**

SAAM Flight Checklist:

1. Who is requesting the SAAM?
2. How much material/cargo do you have to transport?
3. Is cargo hazardous?
4. Is cargo vehicles?
5. Is cargo on pallets, if so how many?
6. Are there passengers traveling and how many?
7. Who is funding (Army, Navy, Marines etc.) the transportation?
8. Who is your contact at the APOE and APOD?
9. Whose the cargo for?
10. Who is your validator?
11. Any special remarks such as MHE to load or unload cargo, meals needed for passengers during flight, etc.?

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[SAAM Request -
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USTRANSCOM
Contact:
DDOC
Representative
(618) 220-7700
DSN 770-7700





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[SAAM Request -
FAQ](#)

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SAAM Flight FAQ:

1. Are SAAMs strictly AMC aircraft or can they be commercial?
2. How do you apply for a SAAM?
3. Are SAAM flight requests for passengers and/or cargo?
4. Are SAAM flights just for DoD cargo or passengers?
5. Are SAAMs limited to only DoD personnel?
6. How many passengers can be transported?
7. Are there any baggage limits?
8. Who and what establishes the priority of the requested flights?
9. Why are priorities established?
10. Does the requester have to pay for the movement?
11. Are round trips available and if so does the requester have to request it?
12. Are there any restrictions as to what type of cargo is eligible to be transported via a SAAM flight?
13. Can hazardous material be transported by a SAAM?
14. Are there any limitations to the dimensions of the cargo?
15. Is there any weight limit on cargo?
16. Who pays for the pallets and/or packaging if required to move cargo?
17. How much cargo can be transported?
18. Are SAAM flights available for CONUS and/or OCONUS destinations?
19. Are there restrictions on when the requester can travel?

MORE





SAAM Flight FAQ:

20. What is the Latest Arrival Date (LAD), the validator has to work with on the movement?
21. Are SAAMs flights on scheduled departures and arrivals?
22. Can you use SAAMs at any time?
23. Is there a minimum time to request a SAAM?
24. How much lead time is required?
25. Are SAAMs requests always open?
26. Are return flights available?
27. How does requester request to use SAAM airlift?
28. Who arranges for cargo to get to the APOE for flight?
29. Who arranges for the cargo to get picked up at the APOD?
30. Where do SAAMs go?
31. Can you use a Channel flight in conjunction with a SAAM?
32. Does anyone sign for the cargo?
33. Can an escort accompany the shipment of just cargo?
34. What if any is the costs involved for the requester?
35. How is customs or inspections handled for passengers and cargo?
36. Who arranges the diplomatic clearances?
37. Is there a way to track SAAM shipments?
38. What are other references for additional SAAM information?

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[SAAM Request -
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US TRANSCOM Movement - **AIR**

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[SAAM Request -
FAQ](#)

USTRANSCOM
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(618) 220-7700
DSN 770-7700



SAAM Flight FAQ:

- 1. Are SAAMs strictly AMC aircraft or can they be commercial?** *They can also be CRAF commercial charter missions for cargo or passengers.*
- 2. How do you apply for a SAAM?** *Submit request via SAAM Request System (SRS) to Service validator.*
- 3. Are SAAM flight requests for passengers and/or cargo?** *Yes*
- 4. Are SAAM flights just for DoD cargo or passengers?** *No. They can be for Non-DoD, Non US Gov't, FMS, Military Assistance Programs, and US Government.*
- 5. Are SAAMs limited to only DoD personnel.** *No.*
- 6. How many passengers can be transported?** *Under 20-40 passengers they go commercial (ticket program), e.g. Delta. Over 40 or more passengers can get charter flight and carry as many passengers as aircraft can seat (depending on baggage weight factor)*
- 7. Are there any baggage limits?** *You can apply of excess baggage.*
- 8. Who and what establishes the priority of the requested flights?** *The validators determine the priority by using government provided Regulations such as CIGSI 4120.02, A. Assignment of*



US TRANSCOM Movement - **AIR**

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[SAAM Request -
FAQ](#)

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(618) 220-7700
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SAAM Flight FAQ:

9. Why are priorities established? *The effective use of DoD transportation resources to move passengers and cargo requires the establishment of transportation priorities. These assigned transportation priorities enable logistic managers to determine mode and sequence of movement in meeting both peacetime and wartime requirements.*

10. Does the requester have to pay for the movement? *Yes. Usually the requester or the Service validator (USA, USN, Marines & USAF), will pay for the SAAM if they approve the request.*

11. Are round trips available and if so does the requester have to request it? *Yes – normally put in SAAM request. Charge for SAAMs cover round trip expenses and sometimes the positioning and de-positioning fees associated with moving the aircraft to a specific location away from the craft's home base. (A SAAM request specifies departure)*

12. Are there any restrictions as to what type of cargo is eligible to be transported via a SAAM flight? *Usually not, but there are exceptions.*

13. Can hazardous material be transported by a SAAM? *Yes, if identified and certified.*

14. Are there any limitations to the dimensions of the cargo?



US TRANSCOM Movement - **AIR**

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[SAAM Request -
FAQ](#)

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SAAM Flight FAQ:

15. Is there any weight limit on cargo? *No, but aircraft size may dictate. Multiple*

aircraft can be assigned to support a single SAAM request.

**Sometimes the characteristics of the cargo (e.g. size, weight, hazards) preclude air shipment. In these cases, the cargo is diverted to a surface mode of transportation.*

16. Who pays for the pallets and/or packaging if required to move cargo? *The requester can request pallets for the aircraft. Check with the individual Aerial port for details and costs.*

17. How much cargo can be transported? *Planners/validators work with requester on amount of cargo/passengers and size and number of aircraft needed to fulfill request?*

18. Are SAAM flights available for CONUS and/or OCONUS destinations? *SAAMs are usually to OCONUS locations. Flights can return to CONUS with passengers/cargo. A SAAM using a Civil Reserve Air Fleet (CRAF) commercial flight can be used if just passengers are being transported and no cargo. Otherwise it will interfere with CRAF*

requirements/contracting regulations. Commercial Operational Integrated System (COINS) and Groups Operational Passengers System (GO/PAX) are software systems that helps to facilitate the process of acquiring a SAAM flight.



US TRANSCOM Movement - **AIR**

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[SAAM Request -
FAQ](#)

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SAAM Flight FAQ:

20. What is the Latest Arrival Date (LAD), the validator has to work with on the movement date? *The LAD window time is determined by the requester working with and through a validator.*

21. Are SAAMs flights on scheduled departures and arrivals? *Yes, TACC will coordinate with the requestor for the details.*

22. Can you use SAAMs at any time? *You can request them at any time but depending on priorities at the time the SAAM request may not be approved for a particular date/time.*

23. Is there a minimum time to request a SAAM? *Yes. Usually no sooner than 96 hours out. There is a discounted rate if the request is 30 or more days out.*

24. How much lead time is required? *The further out for the flight date the better for TACC to work the request.*

25. Are SAAMs requests always open? *AMC's TACC personnel will work with requestor on Latest Arrival Date.*



US TRANSCOM Movement - **AIR**

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[Surface Request -
Flowchart](#)

[SAAM Request -
FAQ](#)

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(618) 220-7700
DSN 770-7700

SAAM Flight FAQ:

26. Are return flights available? Yes

27. How does requester request to use SAAM airlift? *Work thru a DoD Service validator or AF validator at Pentagon?*

28. Who arranges for cargo to get to the APOE for flight?
Requestor/Service validator.

29. Who arranges for the cargo to get picked up at the APOD?
Requestor/Service validator.

30. Can you use a Channel flight in conjunction with a SAAM?
Yes.

31. Does anyone sign for the cargo? Yes, the aerial port/base (APOE) manager when the cargo arrives at the port, the loadmaster when cargo is put on the plane, and the aerial port/base manager at the APOD when the cargo arrives there.





US TRANSCOM Movement - **AIR**

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[Surface Request -
Flowchart](#)

[SAAM Request -
FAQ](#)

USTRANSCOM
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DDOC
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(618) 220-7700
DSN 770-7700



SAAM Flight FAQ:

33. Can an escort accompany the shipment of just cargo? *Yes, the requestor can request passengers to accompany the shipment.*

34. What if any is the costs involved for the requester? *The cost of the SAAM includes positioning and de-positioning and port to port.*

35. How is customs or inspections handled for passengers and cargo?

The flight crew usually handles the aircraft clearance, manifest and cargo inspection. The AMC planning shop will coordinate these actions.

36. Who arranges the diplomatic clearances? *The Diplomatic Clearance shop at HQ AMC TACC will coordinate for all of the diplomatic clearances for the SAAM.*

37. Is there a way to track SAAM shipments? *No, only the plane (SAAM #) can be tracked not the specific cargo on the SAAM.*



[AIR Request](#)

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[SAAM Request -
FAQ](#)

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DSN 770-7700



SAAM Flight FAQ:

38. What are other references for additional SAAM information?

- a. *Additional criteria for establishing SAAM priorities may be found in JCS Pub 15, Mobility System Policies, procedures and Considerations and Appendix B of the DTR 4500-9R Part 2.*
- b. *Submission of SAAM priorities and request are outlined in Appendix B and Appendix C. See Appendix K for listing of SAAM validators grouped under unified commands and/or Services.*
- c. *Government personnel who can access the Single Mobility Source (SMS) Wizard can calculate a rough estimate of what a specific type of aircraft for a SAAM request would cost the requester? Also, validators at USTRANSCOM, USAFE, CENTCOM, NORTHCOM, & EUCOM can access SMS too.*
- d. *Additional SAAM information can be found in Chapters 1, 2, 3 and article #1 of DTR 4500.9*

Who are POCs for SAAMs that provide additional information to requesters?

TACC POCs:

*Chief SAAM Director at 229-4790,
SAAM Planning shop at 229-4949*

USTRANSCOM POCs:

USTCJ3-SS at 229-1747



US TRANSCOM Movement - AIR

[AIR Request](#)

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JDOMS Definition:

Joint Director of Military Support, JDOMS is a process of transportation mode selection for the interagency community, such as non-governmental organizations (NGOs), international organizations (IOs) and private humanitarian relief organizations that process through NORTHCOM via the NORTHCOM Deployment and Distribution Center (NDDOC). Once approved by the Secretary of Defense, the process is: NORTHCOM requests the agency provide the requirement and then NORTHCOM loads this information into Joint Operation Planning and Execution System (JOPES) validating the mode source. USTRANSCOM will then allocate the necessary strategic transportation.

Contact: JDOMS
(703) 697-9400
DSN 227-9400

[EMAIL](#)



JDOMS Request Process





US TRANSCOM Movement - AIR

GOPAX FAQ's:

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[GOPAX - FAQ](#)

USTRANSCOM

Contacts:

USTCJ3-SS

(618) 220-

5750/5385

DSN 770-

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1. Are GOPAX flights strictly commercial?
2. How do you apply for a GOPAX movement?
3. Are GOPAX movements requests for passengers and/or cargo?
4. How many passengers can be transported?
5. Are there any baggage limits?
6. Who and what establishes the priority of the requested flights?
7. Why are priorities established?
8. Does the requester have to pay for the movement?
9. Are round trips available and if so does the requester have to request GOPAX flights available for CONUS and/or OCONUS destinations?
10. Are there restrictions on when the requester can travel?
11. How do we schedule our movement date?
12. Are GOPAX flights on scheduled departures and arrivals?
13. Can you use GOPAX movements at any time?
14. Is there a minimum time to request a GOPAX flight/bus?
15. Is there a cost savings for early requests for a GOPAX movement?
16. Are return flights and buses available?
17. How does requester request to use GOPAX?
18. Where do GOPAX aircraft/buses go?
19. What if any are the costs involved for the requester?
20. Is there a way to track GOPAX movements?
21. What are some useful hyperlinks for information to GOPAX movements?
22. What are other references for additional GOPAX information?
23. Who are POCs for GOPAX that provide additional information to requesters?



US TRANSCOM Movement - **AIR**

GOPAX FAQ's:

- 1. Are GOPAX flights strictly commercial?** *They can also be CRAF commercial for cargo or passengers/passengers.*
- 2. How do you apply for a GOPAX movements?** *Submit request via GOPAX to TMO (travel officer).*
- 3. Are GOPAX movements requests for passengers and/or cargo?** *No, just passengers.*
- 4. How many passengers can be transported?**
Contact the validator to determine the exact number.
- 5. Are there any baggage limits?** *You can apply for excess baggage.*
- 6. Who and what establishes the priority of the requested flights?** *The validators determine the priority by using government provided Regulations such as CJCSI 4120.02 A - Assignment of Movement Priority. Appendix A of JP 4-01 Joint Staff will assist if needed to mediate. DTR, Appendix 1 for passengers/Cargo.*
- 7. Why are priorities established?** *The effective use of DoD transportation resources to move passengers and cargo requires the establishment of transportation priorities. These assigned transportation priorities enable logistic managers to determine mode and sequence of movement in meeting both peacetime and wartime requirements.*
- 8. Does the requester have to pay for the movement?** *Yes. The requester or the Service validator (USA, USN, Marines & USAF), will pay for the GOPAX if they approve the request.*
- 9. Are round trips available and if so does the requester have to request it?** *Yes - normally put in GOPAX request. Charges for GOPAX cover round trip expenses and sometimes the positioning and de-*

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USTRANSCOM

Contacts:

USTCJ3-SS

(618) 220-

5750/5385

DSN 770-

5750/5385





US TRANSCOM Movement - **AIR**

GOPAX FAQ's:

10. Are GOPAX flights available for CONUS and/or OCONUS destinations? *No. Just CONUS only locations.*

11. Are there restrictions on when the requester can travel? *No, the requester determines when he wants to travel when he requests the GOPAX.*

12. How do we schedule our movement date? *The requester will work with the TMO to determine the movement date?*

13. Are GOPAX flights on scheduled departures and arrivals? *They can be if the request is for a low number of passengers and the movement is coordinated by the TMO through a commercial carrier. The requester can request movement for anytime through the TMO.*

14. Can you use GOPAX movements at any time? *You can request them at any time.*

15. Is there a minimum time to request a GOPAX flight/bus? *USTRANSCOM prefers 7 days minimum to work the GOPAX request. In short notice situations USTRANSCOM can process a GOPAX movement in 96 hours.*

16. Is there a cost savings for early requests for a GOPAX movement? *The further out for the flight date the better. If 30 days or more prior to the departure date the requester will get a 10% discount. If you change the flight date and are inside the 30 day window you lose the 10% discount.*

17. Are return flights and buses available? *Yes*

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GOPAX FAQ's:

20. What if any are the costs involved for the requester? *The costs for the movement request will be determined by the TO and the Service provider. The cost of the GOPAX flight may include positioning and de-positioning and port to port of aircraft if it is a chartered flight.*

21. Is there a way to track GOPAX movements? *No, only the plane (SAAM #) can be tracked not the specific cargo on the SAAM.*

22. What are some useful hyperlinks for information to GOPAX movements?

DTR website at www.transcom.mil

23. What are other references for additional GOPAX information?

a. *Government personnel who can access the Single Mobility System (SMS) Wizard can calculate a rough estimate of what a specific type of aircraft for a GOPAX request would cost the requester? Also, transportation specialists at USTRANSCOM, USAFE, CENTCOM, NORTHCOM, & EUCOM can access SMS too.*

b. *Additional GOPAX information can be found in Chapters 1, 2, 3 and article #1 of DTR 4500.9*

24. Who are POCs for GOPAX that provide additional information to requesters?

SDDC Contact numbers:

(800) 462-2176

(618)220-7332 (Ext 4)

DSN 770-7332 (Ext 4)

SDDC Website Contacts page

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USTRANSCOM
Contact:
USTCJ3-JOSAC
(618) 220-6194
DSN 770-6194
(618) 220-6195
DSN 770-6195



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JOSAC FAQ's:

1. Who can request an OSA flight?
2. Are the OSA flights/JOSAC scheduled flights just for DoD cargo or passengers?
3. Are pallets available on JOSAC airlift?
4. How do you apply to use JOSAC airlift?
5. Who sets the priority for OSA flights?
6. Is airlift the only way to transport cargo or passengers on/thru OSA lift?
7. Are OSA missions totally free of all charges?
8. Are there any restrictions as to what type of cargo is eligible to be transported by the OSA flights?
9. Are there any limitations to the dimensions of the cargo?
10. Are there any weight limits on cargo?
11. Can hazardous material fly on OSA mission?
12. If pallets and/or packaging are required for cargo who pays for it?
13. Are OSA missions available for CONUS and OCONUS destinations?
14. Do OSA flights only go to designated military bases?
15. Who arranges for cargo/passengers to get to the APOE for movement?
16. Who arranges for the passengers/cargo to get picked up at the APOE?
17. When can you use them?
18. How much lead time is required for an OSA request?
19. Can a requester ask for a specific delivery date and time?
20. How long does the process take to get the cargo/passengers actually delivered?
21. Does anyone sign for the cargo?

MORE





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JOSAC FAQ's:

- 22. Can an escort accompany the shipment?
- 23. How is customs or inspections handled for OSA missions?
- 24. Is there a way to track the OSA flights?
- 25. What are some useful references for more information on OSA airlift?
- 26. What are some useful hyperlinks for information on OSA lift?
- 27. Who are POCs that can provide additional information about OSA lift for requesters?

USTRANSCOM
Contact:
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DSN 770-6194
(618) 220-6195
DSN 770-6195



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(618) 220-6195
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JOSAC FAQ's:

Joint Operational Support Airlift (JOSAC) Frequently Asked Questions

- 1. Who can request an JOSAC flight?** *Military personnel and DoD civilian employees with official business travel requirements may request OSA.*
- 2. Are the JOSAC flights scheduled flights just for DoD cargo or passengers?** *Yes. The use of JOSAC aircraft is restricted to the transport of DoD personnel, government property, other official government passengers, and other passengers or cargo as authorized by DoD directives, regulations, and policies.*
- 3. Round trips available on JOSAC airlift?** *Round trips can be requested but each request is looked at independently. A person can request both flights/legs of the round trip but if either is non-supported the individual can/may travel via commercial airlift.*
- 4. How do you apply to use JOSAC airlift?** *Requesters can apply by filling out DD 2768 form and submitting it to their airlift validator. Requesters are responsible for the accuracy and completeness of all information required on this form for the scheduling for JOSAC missions. Form DD 2768 can be found on the USTRANSCOM portal, on other US Government sites and through a search on Google.com or other type servers.*



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(618) 220-6195
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JOSAC FAQ's:

7. Are JOSAC missions totally free of all charges? *Yes, (support is a by-product of crew upgrade training).*

8. Are there any restrictions as to what type of cargo is eligible to be transported by the JOSAC flights? *Cargo is predominately baggage but mail, aircraft parts, electronic parts, medical equipment and other items are sometimes transported.*

9. Are there any limitations to the dimensions of the cargo? *Yes, depending on the type of aircraft and its loading limitations.*

10. Are there any weight limits on cargo? *Usually, passengers are limited to 30 lbs of baggage. More weight can be requested by passengers but usually it will displace/lessen the number of passengers to be transported.*

11. Can hazardous material fly on JOSAC mission? *Yes.*

12. If pallets and/or packaging are required for cargo who pays for it? *It is the responsibility of the requester to pay for all pallets and packaging materials.*

13. Are JOSAC missions available for CONUS and OCONUS destinations? *OSA airlift are for CONUS locations but there are a few exceptions to OCONUS locations depending on location and priority if close proximity to CONUS.*



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(618) 220-6195
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JOSAC FAQ's:

15. Who arranges for cargo/passengers to get to the APOE for movement? *The requester is responsible for arranging movement of passengers/cargo to the APOE.*

16. Who arranges for the passengers/cargo to get picked up at the APOD? *The requester has to arrange for passengers/cargo transportation once they arrive at the APOD.*

17. When can you use them? *A requester can request JOSAC airlift at any time, 24/7.*

18. How much lead time is required for an JOSAC request? *Submit travel requests for JOSAC as early as possible via the Service validator. It's recommended to submit requests for eight or less passengers at least 7 days prior to the desired date of travel. Submit requests for nine or more passengers at least 14 days prior to the desired date of travel. Submitting requests with these windows significantly increases the likelihood of support.*

19. Can a requester ask for a specific delivery date and time? *Yes, requester always requests a window of time in which he wants to fly.*

20. How long does the process take to get the cargo/passengers actually delivered? *No further than 7-10 days before the requested flight date will the process be worked.*



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(618) 220-6195
DSN 770-6195



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JOSAC FAQ's:

22. Can an escort accompany the shipment? *Yes, an escort will usually accompany any cargo shipment.*

23. How is customs or inspections handled for JOSAC missions? *Non applicable due to JOSAC flights only going to CONUS destinations.*

24. Is there a way to track the JOSAC flights? *Yes, through Single Mobility System, (SMS) program.*

25. What are some useful references for more information on JOSAC airlift?

DoD Directives:

4515.13R (Air Transportation Eligibility)

4500.9 (Transportation and Traffic Management)

4500.43 (Operational Support Airlift)

4500.56 (DoD Policy on Use of Government Aircraft and Air Travel)

26. What are some useful hyperlinks for information on JOSAC lift?

<https://josac.transcom.mil/index.html>



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JOSAC FAQ's:

27. Who are POCs that can provide additional information about JOSAC lift for requesters?

USTRANSCOM POCs are JOSAC personnel at:

Weekly number, Com (618) 220-6194 or DSN 770-6194.

Today, nightly and weekend number, Com (618) 220-6195 or DSN 770-6195.



US TRANSCOM Movement - SURFAC

Types of VESSELS



MSC's

LMSR – LARGE, MEDIUM SPEED ROLL-ON/ROLL-OFF

- MSC's large, medium-speed, roll-on/roll-off ship, or LMSR, program significantly expands the nation's sealift capability for the new millennium.
- All of the LMSRs have been movers of U.S. military equipment during Operations ENDURING FREEDOM and IRAQI FREEDOM.
- Large, medium-speed, roll-on/roll-off ships have been built or converted at U.S. shipyards. The LMSRs supplement transport ships available in the commercial sector.
- LMSRs: support prepositioning and surge sealift
- Features of the new large, LMSRs:
 - can carry ammunition, food, water, fuel, equipment and other supplies to sustain troops afloat for days
 - support humanitarian missions, as well as combat missions

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USTRANSCOM
Contact:
MSC Detachment
(618) 220-7714
DSN: 770-7714





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USTRANSCOM
Contact:
MSC Detachment
(618) 220-7714
DSN: 770-7714

Types of VESSELS



MSC's Dry Cargo Ships:

- Nearly all peacetime DoD Cargo is carried by U.S.-flagged commercial ships. But during wartime or other contingencies, MSC has the flexibility to charter ships to move cargo as needed.
- MSC can expand beyond commercial capability by activating ships from its government owned surge fleet, including Ready Reserve Force ships from the U.S. Department of Transportation's Maritime Administration.
- Most DoD cargo is transported in containers aboard regularly scheduled U.S. commercial liners coordinated by the U.S. Army's Surface Deployment and Distribution Command.
- MSC's dry cargo ships carry items that are too large to fit in containers, such as engineering and construction equipment, military vehicles, aircraft and ammunition.
- Liner Service is commercial ocean carrier service that operates on a fixed route calling on the same ports on a regularly scheduled basis, i.e. weekly, etc. Vessel loading/discharge is handled by carrier at commercial terminals.

MSC's Tankers:

- MSC transport refined petroleum products for DoD by moving fuel between commercial refineries and DoD storage and distribution facilities worldwide for the Defense Logistics Agency - Energy , DLA-Energy.
- MSC meets the core of fuel transported by sea for DoD using one of MSC owned champion-class tanker (due to be decommissioned March 2011, two state-class U.S. flagged tankers (5 year charters commencing Oct 2010 and Jan 2011) and one small, shallow-draft, U.S. flagged tanker



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JDOMS Request Process:

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Contact: JDOMS
(703) 697-3147

EMAIL



RFA and is subject to approval by the Secretary of Defense
With the exception of Immediate Response, all RFAs are staffed and evaluated by the Office of the Secretary of Defense and the Joint Staff

✓ **A Primary Federal Agency Submits an RFA**

VALID RFA

PRIMARY FEDERAL AGENCY
(Letterhead)

TO: EXECSEC

1. Background
2. **Capability Required**
3. Duration & Location
4. Funding
5. Points of Contact

SIGNATURE

- Letter Format or Standard Form
- Certifies that all other resources have been exhausted
- Addressed to DoD Executive Secretary (ExecSec)
- Request Capability, not platform/system or specific unit

ExecSec Information

M

Executive Secretary of Department of Defense
1030 Defense, Pentagon
Washington, DC 20310-1030
703-692-7125 (Voice)
703-695-7000 (after duty hours or holidays)
703-695-2553 (FAX)

E

•Recommend Faxing to DoD ExecSec, follow up with phone call



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Bus → Bus shipment help link

Truck → Calculations, Contacts

Vessel → Types of vessels - FSS, LMSR, Dry Cargo Ship, Tanker
→ Calculations, SMS, help links

Home - JDOMS → Definition, Request Process